Amendments To The Specification:

Please amend the respective paragraphs of the specification as follows:

[00038] The first ribs 21 and the second ribs 22 have a main thickness along substantially all of their extension. However, the first ribs 21 and the second ribs 22 at the intersection joint 26 in the proximity of the trailing end have a thickness that is larger than the main thickness. Substantially each of the intersection joints 26 thus provides a thickened portion of the two merged ribs 21 and 22. The intersection joints 26 connect the pressure and suction sides of the blade 3. Each of the intersection joints 26 has a width B which may be from ~~1,1~~1.1 to 3 times bigger than the width b of the main extension of the ribs 21, 22.

[00039] Each intersection joint 26 may be seen as a substantially cylindrical pin in the sectional view of Fig 4. The cylindrical pin is connected to the respective rib 21, 22 via an upstream fillet 31 and a downstream fillet 32. The fillets 31 and 32 may have different radius, depending on the direction of the flow in the channel. It is suitable to make the radius of the upstream fillet 31 rather small, i.e. from ~~0,1*b to 1*b~~(0.1*b) to (1*b) in order to increase the heat transfer, using the kinetic energy of the air. The radius the downstream fillet may be made bigger, e.g. from ~~0,1*b to 10*b~~ (0.1*b) to (1*b), thus creating the smooth expansion of the channel at its end. This reduces the losses directly after the intersection joints 26, creating high velocities at the outlet 18.

[00041] The additional ribs 21', 22' are substantially equal to the ribs 21, 22 except for the length, i.e. the additional ribs 21', 22' are significantly shorter than the ribs 21, 22. The additional ribs 21' 22', which are parallel to the ribs 21, 22, change their inclination angles α and β respectively, starting at an angle ranging ~~continuously~~ from 5°-60° on the leading edge side, and continuously changing to an angle of 0° on the trailing edge side. They connect with the ribs 21, 22 at the beginning of the trailing zone 36, where the inclination angle is biggest.